

**REMARKS**

Applicant is canceling Claims 1-5 without prejudice and replacing them with new Claims 6 and 7. Further, Applicant has added to the second paragraph of the "Description." No new matter is added. The added description is intended to provide clarity to the written description for claim purposes. However, the description does nothing more than make reference to structure that is clearly disclosed in the drawings and also contained in the Abstract (second line thereof) and which is substantially claimed in previous Claim 4.

Applicant's new claims emphasize the feature of the air passage 24 and particularly its location in the sidewall portion of the tire. As shown, this passage is adjacent to but spaced from bead 37 and rim 36.

As so located, (a) the passage does not weaken the seal capability of the bead 37; (b) it avoids the inconvenience of having to match the passage with a passage through the tire rim as when the tire is repaired or replaced; and (c) by placement adjacent (but spaced from the bead) the passage is in the area of the sidewall portion subjected to minimal sidewall flex.

As an inflated tire rotates and the tread sequentially engages the road surface, the sidewall portion flexes in and out. The non-bendable items (ferrule 24 and valve 26) can cause damage or be damaged as this flexing occurs. The problem of sidewall flex is minimal adjacent to the bend and it is far preferable and may even be critical to avoid the greater flexure that takes place outward of this designated location. Only Liebig illustrates a passage in the tire wall casing and that passage is through the bead. This passage further requires passage through the rim on which the tire is mounted. Clearly, Claims 6 and 7 herewith are distinguished over that of Liebig.

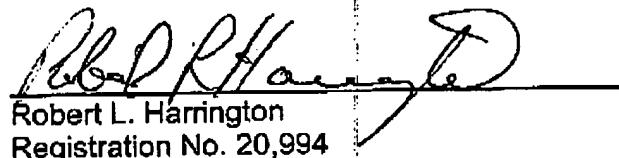
Favorable consideration is respectfully requested.

The Commissioner is hereby authorized to charge shortages or credit overpayments to Deposit Account No. 500393.

Respectfully submitted,  
SCHWABE, WILLIAMSON & WYATT, P.C.

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Pacwest Center, Suite 1900  
1211 SW Fifth Avenue  
Portland, Oregon 97204  
Telephone: 503-222-9981

  
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Robert L. Harrington  
Registration No. 20,994

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